

**LISTING OF THE CLAIMS**

No claims have been amended with this response.

The claims in this listing will replace all prior versions, and listings, of claims in the application.

1 – 6. (Canceled).

7. (Previously Presented)      A vehicle pneumatic tire radial design comprising:

a profiled tread;

a multi-layered belt assembly;

an inner layer;

bead areas having bead cores;

side walls;

a casing structured and arranged in at least one layer and guided around the bead cores in the bead areas;

at least one reinforcing profile, composed of a first elastomeric material and having a first crescent-shaped cross section, arranged in a region of each side wall and extending respectively at least over a large part of a side wall length; and

a core profile, composed of a harder material than the first elastomeric material and having a second crescent-shaped cross section, being enclosed in the at least one reinforcing profile.

8. (Previously Presented) The vehicle pneumatic tire according to claim 7, wherein the second cross-sectional shape at least essentially corresponds to the first cross-sectional shape.

9. (Previously Presented) The vehicle pneumatic tire according to claim 7, wherein the core profile extends over at least 30% of an extent of the at least one reinforcing profile between the belt assembly and the bead area.

10. (Previously Presented) The vehicle pneumatic tire according to claim 9, wherein the core profile extends up to 70% of an extent of the at least one reinforcing profile between the belt assembly and one of the bead areas.

11. (Previously Presented) The vehicle pneumatic tire according to one of claim 7, wherein a Shore A hardness of the first elastomeric material of the at least one reinforcing profile ranges between 60 and 76.

12. (Previously Presented) The vehicle pneumatic tire according to one of claim 11, wherein the Shore A hardness of the first elastomeric material of the at least one reinforcing profile ranges between 63 and 66.

13. (Previously Presented) The vehicle pneumatic tire according to one of claim 7, wherein a Shore A hardness of the harder material of the core profile ranges between 74 and 82.

14. (Previously Presented) The vehicle pneumatic tire according to one of claim 13, wherein the Shore A hardness of the harder material of the core profile ranges between 78 and 81.

15. (Previously Presented) The vehicle pneumatic tire according to one of claim 7, wherein a modulus of elasticity of the harder material of the core profile ranges between 8 N/mm<sup>2</sup> and 12 N/mm<sup>2</sup> and the modulus of elasticity of the first elastomeric material of the at least one reinforcing profile ranges between 2 N/mm<sup>2</sup> and 9 N/mm<sup>2</sup>.

16. (Previously Presented) A method of forming a vehicle pneumatic tire radial having a profiled tread, a multi-layered belt assembly, an inner layer, bead areas having bead cores, side walls, and a casing, structured and arranged in at least one layer and guided around the bead cores in the bead areas, the method comprising:

arranging at least one reinforcing profile, composed of a first elastomeric material and having a first crescent-shaped cross section, in a region of each side wall to extend respectively at least over a large part of a side wall length; and

enclosing a core profile, composed of a harder material than the first elastomeric material and having a second crescent-shaped cross section, in the at least one reinforcing profile.